

Aberdeen Station (Friscoe Railway Depot)
On U.S. Rte. 45 in East Aberdeen,
2.0 mi. W of the intersection of
Rte. 45 and State Rts. 8 and 25,
800 ft. NE of the Tombigbee River
Aberdeen Vicinity
Monroe County Mississippi

HABS No. MS-169

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY

HABS No. MS-169

ABERDEEN STATION (Frisco Railway Depot)

Location: On U.S. Route 45 in East Aberdeen, 2.0 miles west of the junction of Route 45 and State Routes 8 and 25, 800 feet northeast of the Tombigbee River, Aberdeen Vicinity, Monroe County, Mississippi.

USGS Aberdeen 7 1/2' Quadrangle, UTM Coordinates: 16.359640.3743240.

Present Owner: St. Louis and San Francisco (Frisco) Railway (August 1978).

Present Occupant: Frisco Railway.

Present Use: Railroad offices.

Significance: In 1928 the St. Louis and San Francisco (Frisco) Railway Company completed a new rail line along the Tombigbee River to connect the recently acquired track of the Muscle Shoals, Birmingham and Pensacola Railway with the extensive network of Frisco track in the Mississippi Valley and the lower Plains States. The Aberdeen Station, built in 1929-30, was located in the late nineteenth century hamlet of East Aberdeen, a community with several stores and a cluster of houses, near a road bridge across the Tombigbee-River. The station was specially designed in an austere domestic style, unlike the more common Mission Revival style Frisco stations.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The Aberdeen Station was designed and constructed during 1929 and 1930. Working drawings for the station are dated July 5 and August 20, 1929. Articles in the Aberdeen Examiner indicate that work on the station had begun by August 25, 1929 and that the station was operable by March 2, 1930. ("Work Starts on New Depot at East Aberdeen," Aberdeen Examiner, August 25, 1929 and "New Frisco Station Here in Use Today," Aberdeen Examiner, March 2, 1930.)
2. Architect: The architect of the station was possibly R.C. Stephens, head architect in the Chief Engineer's Office of the St. Louis and San Francisco Railway at the time the station was built. Neither the architect nor the chief engineer are noted in the blocks provided on the working drawings. Normal procedure would dictate that the head architect design the station. (Interviews with Mr. Schmidt and G. E. Mullins) "E.C.P." and "R.W.F." did the drawings.

3. Original and subsequent owners: The Aberdeen Station is located in Section 28, Township 14 South Range 19 West, in Monroe County, Mississippi. Deed Records are located in the Office of the Chancery Clerk, Monroe County Courthouse, Aberdeen, Mississippi:
 - 1923 Quit Claim Deed. M. A. Wogan and his wife Theresa B. Wogan to the St. Louis and San Francisco Railway, Deed Book 95, p. 549. Lot numbers 38 - 44 of Block B - 2 of the plan of survey of the Commercial Bank and Trust sub-division known as "East Aberdeen," for \$1.00. The plat map of this subdivision is dated December 2, 1926 and is recorded in Plat Book 1, page 25.
 - 1957 Lease. St. Louis and San Francisco Railway to C. H. Morris, recorded February 5, 1957. Deed Book 175, pp. 191-196. Morris leased the station and the parcel of land on which it was located for \$25 per year, "to be used and occupied exclusively as a location for storing cement."
4. Builder, contractor, suppliers: According to G. E. Mullins, the Frisco Railway customarily used its own crews for construction work. Newspaper accounts of the station's construction indicate that the Kershaw Construction Company of Birmingham, Alabama supervised the work. Mr. Frazier was the local superintendent for Kershaw. (Aberdeen Examiner, Sept. 4, 1929, and Wedding Announcement, Dec. 15, 1929.) Construction required considerable site preparation. The Aberdeen Examiner reported that Col. E. E. Thweatt had charge of grading around the station. ("Dumping Dirt Around Site of New Depot," September 8, 1929). An October 16 article related that "A large force of men and teams has just finished the work of filling in the grounds around the Frisco Railroad passenger station at East Aberdeen, the contractor in charge of this part of the work being Mr. G. W. Pickle." (The Examiner of October 20, 1929 listed Pickle as voting with the town aldermen, and on October 27 the newspaper ran an advertisement in which Pickle offered to sell "good Mississippi mules," possibly the same animals used in preparing the site for the station.)

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Although the specifications for the station have not been located, the working drawings list specifications for some fixtures. Switches were to be supplied by the Bryant Electric Company (Sheet 25059), and Weitzell's "Polycon" metal downspouts were to be used. (Sheet 25063) the Garden City Plating and Manufacturing Company of Chicago was to supply "standard pilaster strips" for the Ticket Office (Sheet 25065), and J. G. Braun was to provide Moulding #342 for use between door jambs. (Sheet 25064)

5. Original plans and construction: The original working drawings dated July 5 and August 20, 1929, for the station are on file in the main offices of the Frisco at Springfield, Missouri. The sheets are designated as follows:

- 25059 Plot Plan, Roof Plan, Electric Plan for Outlets, Conduits, etc.
- 25060 Floor Plan, Foundation Plan, Detail of Cornice, Detail Elevation Gable Cornice, Detail for Wood Girder over Ticket Office Bay, Detail for Telegraph Table.
- 25061 Plan and Details of Concrete Work,
- 25062 Section Thro Ticket Office, Front or Track Elevation, North Elevation.
- 25063 Section Thro Baggage Room, Rear or West Elevation, South Elevation.
- 25064 Millwork Details for Doors and Windows.
- 25065 Iron Work Details and Mill Work Details for Ticket Counter.

These working drawings appear to have been used for this station alone, though railroads would often design a prototypical station that would be repeated, with minor variations, at numerous locations. Although the Frisco did develop a small Mission Revival station which was used throughout Mississippi, southern Alabama, and Florida, they chose to erect a more traditional brick structure in Aberdeen. (Interview with G. E. Mullins)

The plot plan shows that the station had brick platforms edged with combination brick and concrete curbs. These platforms were 16 feet wide and over 100 feet long. One extended northward along the track to Amory, Mississippi, and the other ran westward, parallel to the station along the track into the town of Aberdeen. The latter platform extended to form a walk around the station.

The station originally consisted of four rooms corresponding closely to the present floor plan. The General Waiting Room (now office space) and the Baggage and Express Room (now storage) flanked the central section containing the Colored Waiting Room (also storage) and Ticket Office (now a toilet room). The drawing of the plan specified a composition floor for both waiting rooms, the drawing of a wood floor for the Ticket Office, and a cement floor for the Baggage and Express Room. (Sheet 25060) The sheets detailing iron work and millwork for the doors and windows indicate that these were custom made for the station.

The original plan and appearance of the Ticket Office may be reconstructed from the drawings. The only access to the Ticket Office was through a door on its southwest wall which opened onto the Colored Waiting Room. A 2'6" wide telegraph table was placed along the northeast wall of the Ticket Office which extended out from the northeast facade of the station toward the tracks to form a bay. A pair of windows on the northeast side and single windows on the northwest and southeast sides of the bay illuminated this space. The "Section Thro Ticket Office" on Sheet 25062 shows a 3' by 7' equipment panel centered on the southeast interior wall of the office. Ticket windows were located on the southwest and southeast walls of the Ticket Office. The ticket window consisted of wrought iron grille surmounted by a rectangular wooden panel serving as a sash pocket. The grille had a lock plate and was composed of 3/8" x 1" flat bars spaced approximately 2" on center. It extended from the wooden ticket counter up to the edge of the brick wainscoting. Brick headers formed a string course extending up to and around the panel at the top of the ticket window. An identical window located on the southwest wall of the ticket office opened onto the Colored Waiting Room. An L-shaped, 3'6" wide oak-topped counter in the south corner of the Ticket Office served both ticket windows. On the southeast wall, below the General Waiting Room Ticket Window, the counter contained one movable shelf and a money drawer. On the southwest wall below the Colored Waiting Room ticket window, it contained a tariff case. (Sheets 25060, 25062, and 25065)

Although the station had no running water, it did have electricity and electric lighting. Scuttles and flues shown in the drawings indicate that the coal-burning chimney was functional. (Sheets 25059 and 25060; "Experimental Light Fixtures Used at Frisco Depot," Aberdeen Examiner, October 23, 1929)

A fairly thorough account of the station's construction may be found in the Aberdeen Examiner. The land on which the station is situated was reclaimed from part of the Tombigbee River Swamp. For fill the Frisco utilized dirt excavated from Becker, Mississippi, seven miles north of Aberdeen, where the track level was being lowered to conform to the grade of the Frisco's extension to Pensacola. By August 25, 1929 the Kershaw construction Company had completed form work for the concrete piers supporting the station. ("Work Starts on New Depot at Aberdeen," Aberdeen Examiner, August 25, 1929) The foundation work was substantially complete by September 1. The Examiner reported that "as soon as the concrete for foundation piers has cured sufficiently, trainloads of dirt will be dumped and the ground brought up to the level of the track.... Water for the concrete is hauled to the job in a large tank, and placed on a siding, and used as needed, thus solving the water problem.... The work is being done rail road style, which means no delay." ("Good Progress Made on Depot at East Aberdeen," Examiner, Sept. 1, 1929). Although a September 4 article indicated that the station would be completed within two months of that date, the site work proved to be more difficult than anticipated. Col. Thweatt found that 30,000 cubic yards of dirt, more than double the original estimate, were required. (Examiner, Sept. 18, 1929) A complete train crew was needed to haul dirt to the site. ("Dumping Dirt Around Site of New Depot," Examiner, Sept. 9, 1929). On November 6 it appeared that the station would be completed within 30 days. All materials had been delivered to the site, and the concrete floor had been poured. ("All Material on Gound for Frisco Depot," Examiner, Nov. 6, 1929) However, the inclement weather which contributed to the first crop failures of the Great Depression also took its toll on the progress of the station. On November 20, 1929 the Examiner reported that the brickwork was being completed. "It will likely require about two weeks more before the carpenters can place a roof on the structure. The heavy rains have washed the earthwork around the new station and it is likely that when the Frisco resumes the work of lowering the main line track just beyond Becker, the dirt which will have to be excavated there will be placed around the East Aberdeem Station." ("Brick Work is Under Way on Frisco Depot," Examiner, Nov. 20, 1929) Four months later a brief article mentioned that the new station, to be known as the Aberdeen Station, was in use. ("New Frisco Station Here in Use Today," Examiner, March 2, 1930).

6. Alterations and additions: Despite the different uses to which the station has been put (See Section B.), few alterations have been needed. According to Catherine West, the building had been vacant for some time before Morris Ready Mix leased it in 1957. Cabinets and equipment had been removed and no trace of the brick platforms remained. Dust covered the gray walls above the wainscot. During 1957 Morris Ready Mix made a number of improvements to adapt the building to their use. Reeves Drilling Company of Amory, Mississippi was contracted to drill a 300-foot well so that water could be supplied to the site. The Ticket Office, from which the furnishings had been removed, was replaced with a toilet room. Butane gas heating was substituted for coal. "Goat" Robinson rewired the station for 220 voltage, so that a window air conditioning unit and a small electric heating unit could be installed in the General Waiting Room, which was to become office space. The walls were cleaned and painted a light green. Morris Ready Mix also poured the present concrete walk on the track side of the building. When the Frisco Railway again occupied the station in 1971, the only change necessary was the installation of fluorescent lighting in the General Waiting Room, which was to continue in use as office space. At that time furnishings from Aberdeen's Street Station (demolished 1971) were brought to the Frisco Station. (Interviews with Catherine West and J. D. Crump)

B. Historical Events and Persons Associated with the Structure:

1. The Frisco began as the Pacific Railroad incorporated in Missouri in 1849. In 1876 this line was purchased by W. F. Buckley acting for the recently incorporated St. Louis and San Francisco Railway. The Frisco's entry into Mississippi came in 1901 when it acquired the lines of the Kansas City, Memphis and Birmingham, a railroad connecting these three cities. In 1925 the Frisco gained control of the Muscle Shoals, Birmingham and Pensacola Railway, which extended north from Pensacola to Kimbrough, Alabama. By June 1928 the line from Pensacola had been joined to existing Frisco lines by a new section of track following the Tombigbee River Valley. The Aberdeen Station was built at a junction point along this new line. (Program, Frisco Veterans' Reunion)
2. The Aberdeen Station was not the first depot the St. Louis and San Francisco Railway erected in Aberdeen. Daniel Burnham designed the first one which was built on Maple Street in 1888.

The following description of the Maple Street Station, could be applied to the Aberdeen Station built almost forty years later:

The stations at Fort Scott, Kansas, 1885-1887, Kewanee, Illinois, 1887, and Aberdeen, Mississippi, 1888, typified the mode. Low-slung and hugging the ground, with wide overhanging eaves and simply decorative supporting brackets, such stations were usually of painted wood or red brick and had slate or shingle roofs. Crisp and unpretentious provincial train stations in an era of railroad opulence, they would seem to later generations refreshingly "modern" precursors of much that Wright and the Prairie School would develop and extend to other types of buildings, especially houses. (Hines, p. 38) Although the working drawings of the 1929 Frisco station are titled "Passenger Station at Aberdeen, Mississippi," on both 25061 and 25065 the partially erased designation "East Aberdeen" can be seen under the eventual title. This change had been made by the time the Aberdeen Examiner announced the station's opening reporting that the new station would be known as the Aberdeen Station while the older structure would be called the Maple Street Station. ("New Frisco Station Here in Use Today," Examiner, March 2, 1930) The Maple Street Station was demolished in 1971. (Monroe County Files, Mississippi Department of Archives and History)

3. During the 1920s the Frisco, like other railroads, was interested in the development of the territory it served. A 1927 article in the Aberdeen Examiner discussed how the Frisco planned to attract truck farmers to the area. Mr. R. H. Whitlow led the effort and advised "all purchasers to buy only as much land as they can pay for and operate." The newspaper concluded that, "the plan of bringing in colonies of thrifty farmers from the north and west is being managed by experienced men, all along the line, and has every prospect of success." ("Frisco to Encourage Immigration to Monroe County," Examiner, Nov. 18, 1929)

A brochure published by the Frisco Railway entitled "The Tombigbee Valley of Mississippi and Alabama" (no date) underscores the Frisco's desire to develop the area along the Tombigbee below Aberdeen. This twenty-one page illustrated booklet extols the Tombigbee River Valley mentioning in closing that a special department of the Frisco stood ready to aid farmers as long as they remained in the region.

4. After the Frisco closed the Aberdeen Station, it was occupied by the Morris Ready Mix Concrete Company, which moved into the building on February 14, 1957.

A ready mix cement plant was erected on the grounds. For the first two years of operation from 1957 to 1959 sack cement was unloaded from Frisco cars and stored in the Baggage and Express Room from which it was loaded onto cement trucks. Later cement was unloaded from Frisco hopper cars by auger and dropped onto a conveyor for storage in bins. Once every week a Frisco maintenance crew would make an overnight stop at Aberdeen, parking their motorized rail car on the side track and storing their tools in the tool room (former Colored Waiting Room) until their departure the next day. Catherine West, who was the secretary for Morris Ready Mix, planted the rosebush at the southwestern corner of the building in 1957. She also set out tomato plants on the eastern side of the building every summer. On June 30, 1968 Bradley Cement Company bought out Morris Ready Mix. Bradley continued to occupy the station until June 18, 1971. (Interview with Chatherine West, Bradley Cement Company, North Meridian Street, Aberdeen, Mississippi)

5. When the Maple Street Station was demolished in 1971, Frisco moved its Aberdeen office to the station. J. D. Crump is the present agent-operator of the station. (Interview with J. D. Crump, Frisco Railway, Aberdeen Station, Aberdeen, Mississippi)

C Sources of Information:

1. Original architectural drawings: The 1929 working drawings of the station are available at the Chief Engineer's Office, Frisco Railway, Springfield, Missouri.
2. Bibliography:

a. Primary and unpublished sources:

Records, Office of Chancery Clerk, Monroe County Courthouse, Aberdeen, Mississippi.

Interviews:

J.D. Crump, Aberdeen Station, Aberdeen, Mississippi, July 20, 1978. Mr. Crump, who worked at the Maple Street Station before its demolition, is the present agent-operator of the Aberdeen Station. He provided information about the operation of both depots.

Mr. Schmidt, Chief Architect, St. Louis and San Francisco Railway, Springfield, Missouri. Telephone conversation, July 19, 1978. Schmidt explained procedures within the architect's office and went through files to find that R. C. Stephens was Chief Architect in 1929 and 1930.

G. E. Mullins, Office Engineer, Frisco Railway, Amory, Mississippi. Telephone conversation, July 14, 1978. Mullins furnished information about the expansion of the Frisco lines, about stations built in Mississippi and Alabama, and about typical construction procedures for Frisco depots.

Catherine West, Secretary, Bradley Cement Company, North Meridian Street, Aberdeen, Mississippi, July 31, 1978. Miss West worked at the Aberdeen Station from 1957 to 1968 while it was leased by ready-mix companies. She provided precise information on alterations as well as an account of the cement companies occupying the station.

b. Secondary and published sources:

The Aberdeen Examiner, August 1929 through March 1930. This biweekly newspaper is on file in the office of Chancery Clerk, Monroe County Courthouse, Aberdeen, Mississippi.

Hines, Thomas S., Burnham of Chicago (New York: Oxford University Press, 1974).

Meeks, Carroll L. V., The Railroad Station (New Haven: Yale University Press, 1956).

Program, Frisco Veterans' Reunion, St. Louis, Missouri, June 27 - 29, 1960. Available at the Amory Regional Museum, Amory, Mississippi.

"The Tombigbee Valley of Mississippi and Alabama," at the Library of the Mississippi Department of Archives and History, Jackson, Mississippi.

Prepared by: Betty K. Bird
Project Historian
Historic American Buildings
Survey
August 1979

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: This small, red brick railroad station relies on massing and brickwork for architectural effect.
2. Condition of fabric: Good.

B. Description of Exterior:

1. Over all dimensions: The one-story rectangular station is 46'-6" (three-bay front) by 18'-10". A 10'-3" by 4'-7" bay projects from the northeast side, facing the tracks.
2. Foundations: 8" concrete slab laid on reinforced concrete columns and footings 10' to 13' deep.
3. Wall construction, finish and color: Red brick with a soldier course (bricks standing on end) at ground level. A watertable composed of headers standing vertically is approximately 3'-7" from the ground. The slight projection of the wall surface below the watertable enhances its appearance as the base of the station. Joints are pointed with white mortar. The wall surface above this is textured tapestry brick pointed with rose mortar closely approximating the colors of the brick. With the exception of the soldier course and watertable, the brick is laid in running bond.
4. Structural system, framing: Solid masonry construction on concrete foundations.
5. Porches, stoops, bulkheads: None.
6. Chimneys: A 2'-6" by 4'-6" brick chimney is located perpendicular to the ridgeline approximately 18'-6" from the southeast wall of the station. The chimney is decorated with two horizontal belt courses and is surmounted by three round terra cotta chimney pots.
7. Openings:
 - a. Doorways and doors: The entrance to the General Waiting Room, now used as office space, is through a single door located approximately 4' from the east corner on the northeast side of the building. Another single door leads into the vestibule of the Colored Waiting Room, now used for storage. This door is also on the northeast side of the building, next to the projecting bay of the

Ticket Office. Two openings into the Baggage and Express Room, one from the northeast side facing the tracks and one from the southwest side with access to the street. The wooden, horizontally hinged doors on both sides about 7' and are located about 3'-6" from the northwest wall of the station. The door on the northeast side of the building is 10'-7" high and has two recessed tongue-and-groove panels, each topped by a window composed of three vertical lights. The door on the west side is similar except that the windows are composed of three-over-three lights.

- b. Windows and shutters: Wooden double hung four-over-one windows, with cyma recta stops on the upper sash.

8. Roof:

- a. Shape, covering: Hipped roof at a 30 degree pitch, with ridge running northwest-southeast. A gable juts out over the bay in the center of the northeast side. The roof is covered with rolled asphalt.
- b. Cornice, eaves: The roof extends four feet beyond the station walls. False 2' x 6' rafters are spaced 2'-4" on center. A metal gutter extends around the edge of the roof.

C. Description of Interior:

- 1. Floor plans: The station is divided into four rooms. The 18'-3" x 18'-10" General Waiting Room, now used as an office, is located at the southeast end of the building. The Baggage and Express Room, 18'-10" x 11'-8", is located at the northwest end. The Ticket Office, now a toilet room approximately 10'-square, is situated in the bay on the northeast side of the station. This room also extends back into the Colored Waiting Room. The portion of the Colored Waiting Room alongside the northwest wall of the Ticket Office forms a vestibule. Both the Colored Waiting Room and Baggage Room are now used for storage. The two single doors on the northeast side of the building furnish access to the Waiting Rooms. Entrance to the Ticket Office is through a door on its northwest side opening into the vestibule of the Colored Waiting Room. There is an added door on the southeast side of the Ticket Office, where the ticket window once was. A door in the south corner of the Baggage Room connects that room with the vestibule. A wood platform, raised 3'-6" occupies the southwest half of the baggage room.

2. Stairways: None.
3. Flooring: There is a concrete floor in the General Waiting Room, a raised wooden floor in the Toilet Room, and a dirt floor in the Baggage Room. Working Drawings show that originally there was a composition floor in the Waiting Rooms and a concrete floor in the Baggage Room.
4. Wall and ceiling finish:
 - a. Waiting Rooms: Brick wainscot to a height of about 6' with a soldier course forming the base. The belt course at the top of the wainscot extends above and around the windows and doors. Plaster ceilings and walls are painted a light green.
 - b. Baggage and Express Room: The ceiling is composed of novelty siding.
5. Doorways and doors: Two interior wooden doors on the northwest and southeast sides of the Toilet Room provide access from the two former Waiting Rooms. The southeast door leading into the General Waiting Room is not original. A third door on the northwest side of the vestibule opens into the Baggage Room.
6. Decorative features and trim: The ticket Window for the Colored Waiting Room which features round-ball textured glass still remains. Original lettering is still visible in the panel above.

There is a wooden mailbox on the outside of the east door to the Baggage Room.
7. Hardware:

Pulleys for the horizontally-hinged doors of the Baggage and Express Room; padlock on the exterior door of the Colored Waiting Room.
8. Mechanical Equipment:
 - a. Although an electric space heater is presently used, the original chimney and coal scuttles still remain in the Colored Waiting Room. An air conditioning unit has been installed in one of the windows on the southwest side of the General Waiting Room.

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- b. Lighting is primarily by overhead incandescent bulbs, except in the General Waiting Room, where the Frisco has installed fluorescent lighting.

D. Site:

1. General setting: The building fronts on the tracks to the northeast. The station is located at the junction of the track to Amory, Mississippi, and the track into Aberdeen, which runs parallel to the building. U.S. Highway 45 is immediately southeast of the station. This area, known as East Aberdeen, was reclaimed from the Tombigbee River Swamp. The only other buildings in the vicinity are a deserted pig stand (local term for barbecue stand) across U.S. 45 from the station and a store 100 yards north of the station.
2. Historic landscape design: Working Drawings show 16'-wide brick platforms extending from Highway 45, some 60 feet south of the station, 106 feet north of the station along the track to Aberdeen and 108 feet along the track to Amory. A brick safety line was laid the length of the platform 7' away from the rail. Platforms were faced with a combination brick and concrete curb. The platform continued around the station to form 10'-wide walks on the north and south sides.

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Historic American Buildings
Survey
August 1978

PART III. PROJECT INFORMATION

These records are part of the documentation done during the 1978 Tennessee-Tombigbee Waterway Project, undertaken by HABS in cooperation with the Interagency Archeological Services, Atlanta, and cosponsored by the U.S. Army Corps of Engineers, Mobile and Nashville Districts, in compliance with Executive Order 11593, as a mitigative effort in the construction of the waterway. Records were made of eighteen historic sites and structures in the region between Gainesville, Alabama, and Iuka, Mississippi.

The project was executed under the direction of John Poppeliers, Chief, and Kenneth L. Anderson, Principal Architect, of the Historic American Buildings Survey. Project Supervisor was James Murray Howard of the University of Illinois. Project Historian was Betty K. Bird of the University of Virginia. The Assistant Historian was Michael Ann Williams (University of Pennsylvania). Foreman was Ruthie D. Wiley of the University of Florida. Student Architects who prepared measured drawings for the project were Carol J. Crandall (Carnegie-Mellon University), Richard J. Cronenberger (University of Miami), Peter G. Darlow (McGill University), Daniel M. Gaines (University of Tennessee), and R. Bradley Mellor (Rice University). The inventory of sites within the project area was carried out by Inventory Supervisor J. A. Chewning of the Massachusetts Institute of Technology. Assistant Historian for the inventory was Pamela J. Wolf (George Washington University). One structure was recorded during the winter of 1979 by project supervisor Peter G. Darlow (McGill University), Sally K. Tompkins, Project Historian, and Staff Architects Bethanie C. Grashof, Rudy Massengill, and Janet Hochuli (The Cooper Union). Drawings for this structure were completed during the spring of 1979 by staff Architects Peter G. Darlow, Janet Hochuli, James F. Speake and Reginald A. Berry (Howard University). Photographs were taken by David J. Kaminsky in the summer of 1978 and by Gil Ford in the spring of 1979.